



Town of Johnstown

PLANNING & ZONING COMMISSION MEETING

7:00 PM, Wednesday, September 15, 2021

AGENDA

- I. Call to Order for Planning & Zoning Commission
- II. Roll Call
- III. Approval of Agenda
- IV. Public Comments Regarding Items Not on the Agenda (limited to 3 minutes each)
- V. New Business
 1. **PUBLIC HEARING** - Riverbend Estates Project (ZON21-0003) – A proposed residential development of 172.39 acres south of WCR 46 at the southwest corner of WCR 17, with proposed PUD-R (Residential) zoning district and an associated outline (master) development plan
 - a. Change of Zoning
 - b. Outline Development Plan
- VI. Departmental Report
- VII. Commissioner Reports and Comments
- VIII. Adjournment

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Town of Johnstown

PLANNING & ZONING COMMISSION AGENDA MEMORANDUM

ITEM:	#1: Public Hearing of Riverbend Estates Change of Zoning #2: Public Hearing of Riverbend Estates Outline Development Plan Amendment (ODP)
DESCRIPTION:	Proposed Change of Zone to PUD-R zoning, with an Outline Development Plan (ODP) for 172.39 acres of single-family residential homes. 119 dwelling units are proposed in Phase 1 (1.72 DU/AC) and 244 dwelling units are proposed in Phase 2 allowing (2.53 DU/AC) for potentially 363 dwelling (2.11 DU/AC) units on this property.
LOCATION:	Portions of the Northeast Quarter (NE ¼) and The East Half (E ½) of Section 17, Township 4 North, Range 67 West.
APPLICANT:	Lee M. Lowry/Riverbend Estates Partners, LLC
STAFF:	Kristin Cote, Planner I
HEARING DATE:	September 15, 2021

ATTACHMENTS

- 1- Vicinity Map
- 2- Application
- 3- Outline Development Plan
- 4- Zoning Map
- 5- Public Comment

BACKGROUND & SUMMARY

The applicant, Lee M. Lowry/Riverbend Estates Partners, LLC, is requesting consideration of the Outline Development Plan (ODP) and zoning of PUD-R for 172.39 acres of land located in Section 17, Township 4 North, Range 67 West. This property was annexed into the Town of Johnstown on June 20, 2001 (Ordinance No. 2001-661).

The subject property is bordered on all sides by land within the Town of Johnstown, except for several small parcels directly east of the most northerly extension of this property, which is located in

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unincorporated Weld County and is zoned AG (Agricultural). All the contiguous land within Town limits is zoned PUD-R with the exception of the land to the north which is zoned Holding Agriculture (HA).

The surrounding land uses are primarily agricultural. The exception to this is the existing Stroh Farms Filing 2 Subdivision which is south of this property and three (3) residential sites directly east of northerly portion of this site located in unincorporated Weld County. This property is bordered by WCR (Weld County Road) 46 to the North and Parish Avenue (WCR 17) to the east. The Great Western Railroad and the Hillsborough Ditch borders this site on its south and southeastern sides. The Little Thompson River runs through this property and splits what the developers of this site are proposing for phases 1 and 2.

HISTORY

Historically, the use of this property has been as an agricultural site used for farming. There are existing Oil and Gas wells on the northwest corner of this site and several agricultural outbuildings on the northeast corner of WCR (Weld County Road) 46 and Parish Avenue (WCR 17). This property was annexed into the Town June 20, 2001, and designated as a PUD Mixed Use (PUD-MU) zone by Ordinance No. 2001-661. The property owner made application to develop a subdivision on the area north of the river in 2002. That application was denied by the Board of Trustees in September 2002. As part of the original review process, the Planning and Zoning Commission held a public hearing and voted to recommend approval with conditions. The Board subsequently held a public hearing on the request, and expressed several questions and concerns before denying the application. The applicant subsequently filed a lawsuit against the Town in Weld County District Court. The applicant and Town were able to address the conditions and concerns expressed during the initial review process. In December 2003 the applicant withdrew the lawsuit and worked with the Town Planner to re-submit plans and a narrative. Subsequently, the Town approved a Final Development Plan (FDP) for the northern portion of this property in 2005 that allowed for the construction of 123 single family detached dwelling units in phase 1, no final plats were ever finalized or recorded, and that approval has expired(?). No additional action was taken after 2005 to develop this property until 2021, being in excess of the typical three (3) year vesting provided under Colorado Revised Statutes and Johnstown Municipal Code.

This property is located in the Little Thompson River 1% ("100-year") floodplain and the floodway. In the catastrophic rain event that occurred in 2013, flooding occurred within the entire northern portion of this property, in the location of proposed phase 1. This prompted FEMA to designate additional land adjacent to the Little Thompson River as Regulatory Floodway and Floodplain (FIRM Panel 08069C1410G/Effective Date 1/15/21). FEMA defines the Regulatory Floodway as "the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height." The developers are currently in process of seeking FEMA approval of a Conditional Letter of Map Revision (CLOMR) which would, if deemed acceptable, remove portions of this land from the "Floodway" and "Floodplain" designation, permitting development to occur. Without FEMA granting either a CLOMR (Conditional Letter of Map Revision) or a Letter of Map Revision (LOMR) this property will not be able to be developed as is being proposed in this ODP. Staff has had conversations with the developer regarding this matter

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and they understand that the potential to develop this site is dependent on meeting the Town and FEMA's Floodplain rules and regulations.

NOTICE

Notice for the Planning & Zoning Commission hearing was published in the local paper of widest circulation, the Johnstown Breeze, on Thursday, August 26, 2021. This notice provided the date, time, and location of the Planning and Zoning Commission hearing, as well as a description of the project. Notices were mailed to all property owners within 500 feet of the property in question. This notice included a map of the proposed ODP and zoning map.

ANALYSIS

Johnstown Comprehensive Plan Alignment

Goal CF-2: Beautiful Town gateways and entries at major intersections - Gateways.

This ODP sits at the intersection of WCR 46 and Parish Avenue (WCR 17). Both of these are significant roadways; Parish Avenue is the Town's main street. The Riverbend Estates ODP would further enhance this important roadway and the gateway into the Town from the south.

Goal PG-2: Provide a variety of recreational opportunities for all ages and abilities that will draw the community together.

The proposed ODP sets aside 72.11 acres of open space/park land as well as provides for the continuation of a regional trail from the northeast corner of the property to the west property line. This helps the Town move forward with the establishment of our safe and comprehensive trail system that will provide regional connections and links to neighborhoods.

Goal PG-3: Preserve wetlands, wildlife habitats and natural areas, especially in conjunction with development along the Little and Big Thompson River corridors.

The proposed ODP preserves a large area of permanent open space, which encompasses the Little Thompson River. This will help to protect and enhance the integrity and quality of the natural environment within that river corridor.

Zoning

The current zoning for the property is PUD-MU as was established in 2001. The applicant requests that zoning designation be changed to PUD-R. The ODP would allow for the construction of single family detached houses. The PUD-MU zone does not allow for the construction of single family detached homes, per municipal code. The overall density requested is 211 DU's per acre.

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ODP Development Standards

This ODP sets forth some basic development standards regarding setbacks, building heights, and lot sizes. More detailed design guidelines will be completed with the subdivision and development plan process. Development standards for residential uses across both residential planning areas will be consistent with one another. A minimum lot size of 6,000 square feet is proposed to be established as part of this ODP. Any other modifications from SF-1 code? Setbacks? Any revisions to architectural standards? Ideally, we can point to a “better than our code” element or two... Good to point these out to PZC & council. Required porches? Enhanced architecture or masonry %,

Proposed Infrastructure Concept

An existing 12-inch Town waterline runs north to south along Parish Avenue (WCR 17). A 12-inch loop will be made within each future phase, and continuing the water line in CR 46 for future development to the west. Both filings will likely propose planting drought resistant native prairie grasses and shrubs with a xeric drip irrigation system as part of the 30-foot arterial landscape buffer at the project boundaries and along WCR 46 and Parish Avenue (WCR 17).

The project is located within the Central Interceptor sewer service area under current Town sewer planning. The proposed sewer service will discharge to a future offsite 21-inch sanitary sewer main at the Parish Avenue (WCR 17) and WCR 46 intersection, which will flow northeast of the property to the proposed Johnstown Farm’s lift station south of the Mountain View West development on WCR 46 ½. At the Town’s request, with future construction and engineering design the proposed WCR 46 sewer main will be oversized to ensure this leg is sized for future flows from the west as well as require stubs for future connections for development on adjacent western properties.

Regarding transportation networks in the area, this property abuts, on both the north and east sides, major arterials. The primary north/south road through the community is Weld County Road (WCR) 17, named Parish Avenue through Johnstown. Weld County Road (WCR) 46 is considered a high priority road for future paving due to the existing and proposed developments within that general area. The improvements to WCR 46 will improve the accessibility of the existing I-25 interchange at SH (State Highway) 56 (WCR 44) for residents in the south part of Johnstown and it will also provide some relief to SH 60 through town. A summary of the improvements required for this potential development as presented by the Town Traffic Engineer are as follows:

- It is anticipated that this development would participate in the funding of the future signal at WCR17/WCR 46;
- That an eastbound right-turn deceleration lane is needed at WCR 17/WCR 46 based on Town criteria;
- An acceleration lane on southbound WCR 17 exiting the Filing 2 access is referenced. This lane is called for based on the projected turning movement volumes relative to Town criteria;

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- The potential need for an acceleration lane at WCR17/WCR 46 and WCR 46/Filing 1 access will need to be addressed during subdivision;
- Town should consider the potential impacts of all of the proposed improvements on the existing bridge and grade crossing WCR 17;
- This project will be expected to construct the west side of WCR 17 to a 2-lane major arterial;
- This project will be expected to construct the south side of WCR 46 to a 2-lane major arterial; and
- Sufficient right of way to accommodate the ultimate 4 lane major arterial cross section will need to be reserved along both WCR 17 and WCR 46 along the Riverbend frontage.

Staff Concerns

Staff is concerned with the large amount of Floodway and Floodplain that encompasses the entire northern portion of this property. Construction of homes and subdivision improvements within the 1% ("100-year") regulatory Floodplain and/or the Floodway is not permitted, as the property currently sits. The applicant is working with FEMA to get a CLOMR (Conditional Letter of Map Revision) approved that will eliminate the Floodplain/Floodway conflict. Applicant is aware of this situation and has had conversations with the Town in regards to this matter. No additional Town approvals or development construction, beyond this high-level ODP, shall be considered until the CLOMR (Conditional Letter of Map Revision) is approved.

RECOMMENDED PLANNING AND ZONING COMMISSION FINDINGS AND MOTIONS

Item #1 - Zoning: Riverbend Estates – Change of Zone

It is recommended that Planning and Zoning Commission send a positive recommendation to Town Council that the requested change of zoning to PUD-R for the Riverbend Estates property be approved based upon the following findings:

1. The proposed zoning is consistent with the Town of Johnstown Comprehensive Plan.
2. The proposed zoning will allow the developer to continue to pursue development of this property, until such a time as ultimate development decisions are made.

Motion

Based on the application received, associated submittal materials, and the preceding analysis, the Planning & Zoning Commission finds that the request to change the zone district from PUD-MU to PUD-R for the Riverbend Estates property furthers the *Johnstown Area Comprehensive Plan* goals, and is compatible with all other applicable Town standards and regulations, and therefore moves to recommend to the Town Council approval of the request for PUD-R zoning for the Riverbend Estates property based upon the two findings as stated in the staff report.

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Alternate Motion

Motion to Deny: "I move that the Commission recommend to the Town Council denial of the request for PUD-R zoning for the Riverbend Estates property based upon the following findings..."

Item #2 - Riverbend Estates ODP

It is recommended that Planning and Zoning Commission send a positive recommendation to Town Council that the Riverbend Estates ODP be approved based upon the following findings:

1. The proposed ODP is in agreement with the Johnstown Area Comprehensive Plan and its Future Land Use Map.
2. The level of development of the proposed ODP appears serviceable by Town systems, services and utilities, with required improvements that will be reflected in future development and construction plans.
3. The proposed ODP is in compliance with all Town codes, regulations, and standards and specifications.


Recommended Motion

Based on the application received, associated submittal materials, and the preceding analysis, the Planning & Zoning Commission finds that the request for the Riverbend Estates ODP furthers the *Johnstown Area Comprehensive Plan* goals, and is compatible with all other applicable Town standards and regulations, and therefore moves to recommend to the Town Council approval of the Riverbend Estates ODP based upon the findings as stated in the staff report.

Alternate Motions

- A. Motion to Approve with Conditions: "I move that the Commission recommend to Town Council approval of the Riverbend Estates ODP with the following conditions..."
- B. Motion to Deny: "I move that the Commission recommend to the Town Council denial of the Riverbend Estates ODP based upon the following..."

Planner:


Kristin Cote

Planner I

Reviewed by:


Kim Meyer

Planning & Development Director

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VICINITY MAP

SCALE: 1" = 3,000'



RIVERBEND ESTATES SUBDIVISION

OUTLINE DEVELOPMENT PLAN
MARCH 30, 2021



JOHNSTOWN, COLORADO



Town of Johnstown

LAND USE APPLICATION

Project Name: Riverbend Estates

Description: Single Family Detached Residential Subdivision

Land Use: ☐ Site Development Plan ☐ Use by Special Review ☐ Conditional Use Grant ☐ Annexation

Subdivision: ☐ Replat/Minor ☐ Preliminary ☐ Final ☐ Combined Prelim/Final

PUD: ☒ Outline/ODP ☐ Prelim/PDP ☐ Final/FDP

Zoning: ☐ Establish Zoning ☐ Rezone

Wireless: ☐ Small Cell ☐ EFR ☐ Alt. Tower ☐ Base Station ☐ Tower/Other

Other: ☐ Downtown Façade Grant

Site Address or Parcel #s: 21941 County Road 17, Johnstown, Colorado 80534

Applicant/Project Owner: Lee M. Lowrey / Riverbend Estates Partners, LLC

Applicant Address: 4040 MacArthur Boulevard, Suite 250, Newport Beach, California 92660

Email: lmlowrey@sterlingpacificholdings.com Telephone: (949) 566-8165

Consultant /Representative: Josh McCarn / The FronTerra Group

Consultant Address: P.O. Box 178, Loveland, Colorado 80539

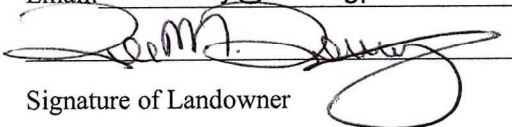
Email: josh@fronterra.design Telephone: (970) 669-3737

Landowner Authorization to Proceed with Land Use Action: (Required)

The undersigned (1) affirms ownership or authorized representation thereof of the subject property, and (2) hereby authorizes the individuals or entities listed herein as "applicant" and/or "authorized representative" to represent me/us in all aspects of the land use process for the project being submitted with this application. ☒ Please keep me informed of the status and progress of this project via email at the address below. ☐ I do NOT want to be updated on this project. (To modify this request, contact Planning@TownofJohnstown.com)

Landowner(s): Lee M. Lowrey

Email: lmlowrey@sterlingpacificholdings.com Telephone: (949) 566-8165


Signature of Landowner

Signature of Landowner

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RIVERBEND ESTATES P.U.D. ZONING PLAT

TOWN OF JOHNSTOWN, COLORADO

SITUATE IN THE EAST HALF OF SECTION 17, TOWNSHIP 4 NORTH, RANGE 67 WEST OF THE 6TH P.M. COUNTY OF WELD, STATE OF COLORADO

171.414 ACRES

PROPERTY DESCRIPTION

A parcel of land, situate in the East Half (E1/2) of Section Seventeen (17), Township Four North (T.4N.), Range Sixty-seven West (R.67W.) of the Sixth Principal Meridian (6th P.M.), Town of Johnstown, County of Weld, State of Colorado and being more particularly described as follows:

BEGINNING at the Northeast corner of said Section 17 and assuming the North line of said NE1/4 as bearing South 89°03'31" East, being a Grid Bearing of the Colorado State Plane Coordinate System, North Zone, North American Datum 1983/2011, a distance of 2488.75 feet, monumented as shown on this drawing, and with all other bearings contained herein relative thereto;

THENCE South 01°21'09" East along the East line of said NE1/4 a distance of 1365.56 feet;
THENCE South 36°05'16" West a distance of 49.35 feet to the East line of that parcel as described in the Deed of Dedication as recorded March 18, 2015 at Reception No. 4091296 of the Weld County Clerk & Recorder (WCCR);
THENCE along the East, North and West lines of said Reception No. 4091296 the following three courses:
THENCE North 01°21'09" West a distance of 1375.91 feet;
THENCE North 89°03'31" West a distance of 30.02 feet;
THENCE South 01°21'09" East a distance of 1416.30 feet to the North Right of Way (ROW) line of Great Western Railroad;
THENCE along the North and West lines of said ROW the following five courses:
THENCE South 36°05'16" West a distance of 923.43 feet to a Point of Curvature (PC);
THENCE along the arc of a curve concave to the Southeast a distance of 618.03 feet, having a Radius of 1472.70 feet, a Delta of 24°02'40" and is subtended by a Chord that bears South 24°03'56" West a distance of 613.50 feet to a Point of Tangency (PT);
THENCE South 12°02'36" West a distance of 641.90 feet to a PC;
THENCE along the arc of a curve concave to the Southeast a distance of 386.49 feet, having a Radius of 1472.70 feet, a Delta of 15°02'12" and is subtended by a Chord that bears South 04°31'30" West a distance of 385.39 feet to a PT;
THENCE South 02°59'36" East a distance of 269.42 feet to the North line of Tract L, Stroh Filing No.1 as recorded December 6, 2000 at Reception No. 2811421 of the WCCR;
THENCE along said North lines the following eight courses:
THENCE South 84°52'54" West a distance of 325.00 feet;
THENCE North 46°42'06" West a distance of 95.70 feet;
THENCE North 46°27'06" West a distance of 94.00 feet;
THENCE North 61°47'06" West a distance of 89.80 feet;
THENCE North 84°48'06" West a distance of 76.50 feet;
THENCE South 70°55'54" West a distance of 61.30 feet;
THENCE South 56°03'54" West a distance of 502.50 feet;
THENCE North 63°58'39" West a distance of 152.98 feet;
THENCE North 02°42'22" West a distance of 4159.00 feet to the North line of the NE1/4;
THENCE South 89°03'31" East a distance of 2396.06 feet to the POINT OF BEGINNING.

Said parcel contains 7,466,796 Square Feet or 171.414 Acres more or less by this survey.

OWNER: RIVERBEND ESTATE PARTNERS, LLC

By: _____ As: _____

Witness my hand and seal this _____ day of _____, 20 ____.

NOTARIAL CERTIFICATE

STATE OF COLORADO)

COUNTY OF WELD)

The foregoing instrument was acknowledged before me by _____ as _____ this _____ day of _____, 20 ____.

Witness my Hand and Official Seal.

My commission expires: _____.

TOWN COUNCIL APPROVAL

This Map to be known as RIVERBEND ESTATES P.U.D ZONING PLAT is approved and accepted to the Town of Johnstown, Colorado by Ordinance Number _____, passed and adopted on final reading at a regular meeting of the Town Council of the Town of Johnstown, Colorado held on the _____ day of _____, 20 ____.

Gary Lebsack, Mayor

Attest:
Diana Seele, Town Clerk

SURVEYOR'S CERTIFICATE

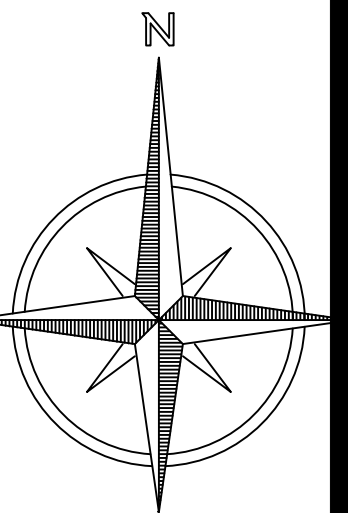
I, Steven Parks, a Colorado Licensed Professional Land Surveyor, do hereby state that this Annexation Map is an accurate representation of the property to the best of my knowledge, information, belief, and in my professional opinion. I further state that this certificate does not extend to any unnamed parties or the successors and/or assigns.

PRELIMINARY

Steven Parks - On Behalf of Majestic Surveying, LLC
Colorado Licensed Professional Land Surveyor #38348



VICINITY MAP
SCALE: 1" = 3000'



LEGEND

	BOUNDARY LINE
	EASEMENT LINE
	RIGHT OF WAY LINE
	SECTION LINE
	CENTERLINE
	ALIQUOT CORNER AS DESCRIBED

NOTICE

According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of the certification shown hereon. (13-80-105 C.R.S. 1012)

BASIS OF BEARINGS AND LINEAL UNIT DEFINITION

Assuming the North line of the Northeast Quarter of Section 17, Township 4 North, Range 67 West of the 6th P.M., monumented as shown on this drawing, as bearing South 89°03'31" East, being a Grid Bearing of the Colorado State Plane, North Zone, North American Datum 1983/2011, a distance of 2488.75 feet and with all other bearings contained herein relative thereto.

The lineal dimensions as contained herein are based upon the "U.S. Survey Foot".

TITLE COMMITMENT NOTE

For all information regarding easements, rights-of-way and title of records, Majestic Surveying, LLC relied upon Title Commitment Number 100-N0031721-030-TH, Amendment No. 1, dated May 20, 2021, as prepared by Fidelity National Title to delineate the aforesaid information. This survey does not constitute a title search by Majestic Surveying, LLC to determine ownership or easements of record.



PROJECT NO: 2021087	PROJECT NAME: RIVERBEND	REVISIONS:	DATE:
DATE: 9-8-2021	CLIENT: RIVERBEND ESTATES		
DRAWN BY: SIP	FILE NAME: 2021087ZONING		
CHECKED BY: SIP	SCALE: 1" = 200'		

1

SHEET 1 OF 1

RIVERBEND ESTATES PUD

OUTLINE DEVELOPMENT PLAN

21941 COUNTY ROAD 17, JOHNSTOWN, COLORADO 80534

APRIL 08, 2021

LEGAL DESCRIPTION

PARCEL 1: THAT PART OF THE NORTHEAST QUARTER OF SECTION 17, TOWNSHIP 4 NORTH, RANGE 67 WEST OF THE 6TH P.M., TOWN OF JOHNSTOWN, WELD COUNTY, COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHEAST CORNER OF SAID NORTHEAST QUARTER; THENCE WEST 274 FEET; THENCE SOUTH 200 FEET; THENCE EAST PARALLEL WITH THE NORTH LINE OF SAID NORTHEAST QUARTER, 274 FEET MORE OR LESS, TO THE EAST LINE OF SAID NORTHEAST QUARTER; THENCE NORTH ALONG SAID EAST LINE TO THE PLACE OF BEGINNING, COUNTY OF WELD, STATE OF COLORADO.

PARCEL 2: THAT PART OF THE EAST HALF OF SECTION 17, TOWNSHIP 4 NORTH, RANGE 67 WEST OF THE 6TH P.M., TOWN OF JOHNSTOWN, WELD COUNTY, COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT A POINT ON THE NORTH LINE OF SAID SECTION 17, A DISTANCE OF 2395 FEET WEST OF THE NORTHEAST CORNER THEREOF; THENCE EAST 2121 FEET ALONG SAID NORTH LINE TO A POINT 274 FEET WEST OF THE NORTHEAST CORNER OF SAID SECTION 17; THENCE SOUTH 200 FEET PARALLEL WITH THE EAST LINE OF SAID SECTION 17; THENCE EAST 274 FEET PARALLEL WITH THE NORTH LINE OF SAID SECTION 17 TO A POINT ON THE EAST LINE THEREOF; THENCE SOUTH 1174 FEET ALONG SAID EAST LINE TO ITS INTERSECTION WITH THE WESTERLY RIGHT OF WAY LINE OF THE GREAT WESTERN RAILROAD; THENCE SOUTH 37 DEGREES 8' WEST 1033 FEET ALONG SAID WESTERLY RIGHT OF WAY LINE TO A POINT OF CURVE OF A CURVE TO THE LEFT; THENCE SOUTHWESTERLY 590 FEET ALONG SAID CURVE TO THE LEFT, WHOSE RADIUS IS 1400 FEET, TO A POINT OF TANGENT; THENCE FOLLOWING SAID WESTERLY RIGHT OF WAY LINE SOUTH 13 DEGREES 5' WEST 654 FEET TO A POINT OF CURVE OF A CURVE TO THE LEFT; THENCE SOUTHERLY 395 FEET ALONG SAID CURVE TO THE LEFT WHOSE RADIUS IS 1472.7 FEET, TO A POINT OF TANGENT; THENCE SOUTH 2 DEGREES 16' EAST 263 FEET ALONG SAID RIGHT OF WAY TO A POINT; THENCE SOUTH 85 DEGREES 47' WEST 325 FEET; THENCE NORTH 45 DEGREES 48' WEST 95.7 FEET; THENCE NORTH 45 DEGREES 33' WEST 94 FEET; THENCE NORTH 60 DEGREES 53' WEST 89.8 FEET; THENCE NORTH 83 DEGREES 54' WEST 76.5 FEET; THENCE SOUTH 71 DEGREES 50' WEST 61.3 FEET; THENCE SOUTH 56 DEGREES 58' WEST 502.5 FEET; THENCE NORTH 61 DEGREES 5' WEST 154 FEET; THENCE NORTHERLY 4159 FEET IN A STRAIGHT LINE TO THE PLACE OF BEGINNING, COUNTY OF WELD, STATE OF COLORADO.

NARRATIVE / OPERATIONAL PLAN

THIS OUTLINE DEVELOPMENT PLAN (ODP) PROVIDES A FRAMEWORK FOR THE PROPOSED RIVERBEND ESTATES RESIDENTIAL PUD. LOCATED A MILE FROM DOWNTOWN JOHNSTOWN, RIVERBEND ESTATES IS EASILY ACCESSED VIA MULTI-USE TRAILS AND THE ARTERIAL ROADS, TO THE NORTH & EAST.

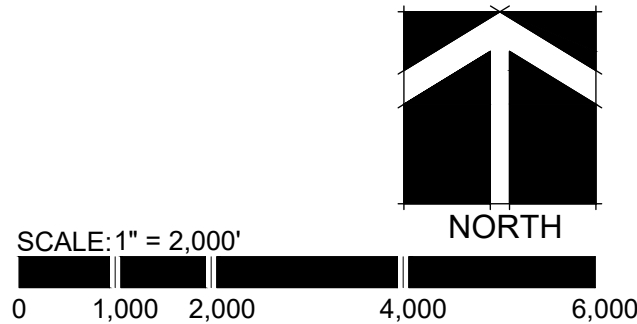
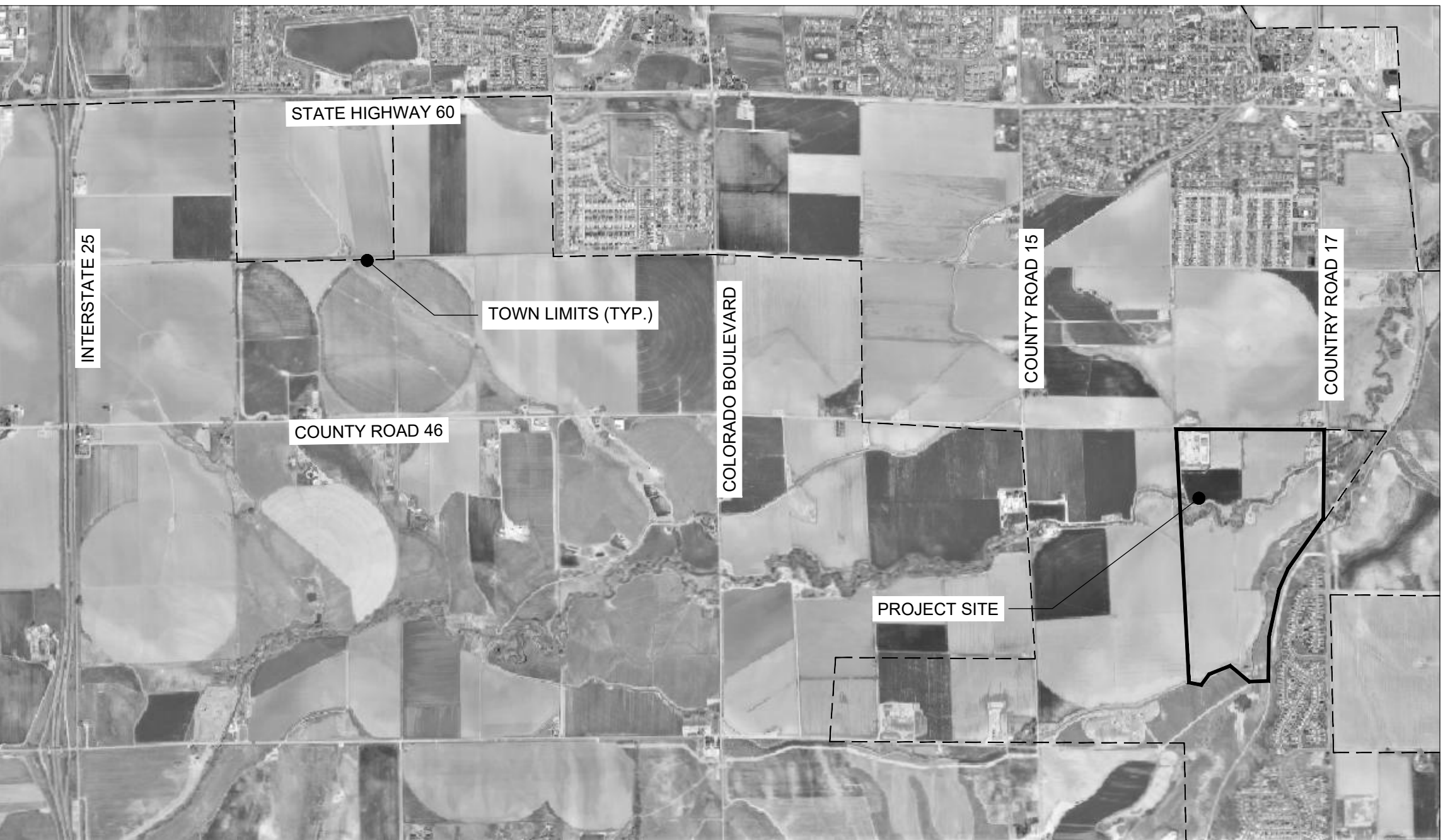
AS A PEDESTRIAN FRIENDLY COMMUNITY, RIVERBEND BOASTS NUMEROUS TRAILS, AS WELL AS, AN ABUNDANCE OF OPEN SPACE. THE LARGEST TRACT OF OPEN SPACE FOLLOWS THE LITTLE THOMPSON RIVER AS IT FLOWS THROUGH THE SITE, BETWEEN FILINGS 1 & 2.

RIVERBEND ESTATES IS CURRENTLY ZONED PUD-R. PUD ZONING PROVIDES FLEXIBILITY IN LOT SIZES & SETBACKS INSPIRING CREATIVITY IN HOUSING TYPES TO FIT THE MARKET DEMAND, WHILE ALLOWING FOR TRAILS & OPEN SPACE ADJACENT TO EACH LOT.

DEVELOPMENT PHASING

PHASING WILL OCCUR IN A LOGICAL AND COST EFFECTIVE MANNER BASED ON INFRASTRUCTURE EXTENSION, AVAILABILITY OF UTILITY SERVICE AND MARKET CONDITIONS. THE PROJECT WILL BE BUILT IN MULTIPLE PHASES, AS CONDITIONS DICTATE.

VICINITY MAP



GENERAL NOTES

- ACCESS POINTS SHOWN ON THIS ODP ARE APPROXIMATE. EXACT LOCATIONS TO BE DETERMINED DURING THE PRELIMINARY AND FINAL PLATTING PROCESS, BASED ON THE FINAL TRAFFIC IMPACT STUDY.
- LOCAL AND COLLECTOR STREETS MAY CHANGE LOCATION, SIZE AND CONFIGURATION AT TIME OF PLATTING. LOCAL AND COLLECTOR STREETS SHALL CONFORM TO THE TOWN OF JOHNSTOWN STREET STANDARDS AT THE TIME OF PLATTING.
- ALL DENSITIES AND UNIT COUNTS ARE PROJECTIONS, FINAL DENSITIES TO BE DETERMINED AT TIME OF PLATTING. DENSITY OF ANY GIVEN PHASE SHALL NOT EXCEED 9 DU/AC. ACTUAL NUMBER OF UNITS WILL BE DETERMINED AT TIME OF PLATTING.
- GROSS DENSITY SHALL NOT EXCEED 5 DU/AC.
- AREAS OF DEVELOPMENT PARCELS SHOWN ARE APPROXIMATE AND MAY VARY. EXACT LOT SIZES WILL BE DETERMINED WITH EACH PRELIMINARY AND FINAL PUD SUBMITTAL.
- FINAL CONFIGURATION OF PARCELS, OPEN SPACE AND STREETS MAY VARY FROM THAT SHOWN.
- WHERE A PROPOSED USE IS NOT LISTED IN THE ODP, IT MAY BE ALLOWED IF DETERMINED BY THE TOWN OF JOHNSTOWN TO BE SIMILAR IN CHARACTER AND OPERATION, AND HAVING THE SAME OR LESSER IMPACT, AS USES THAT ARE ALLOWED.
- ALL DRAINAGE ELEMENTS ARE CONCEPTUAL IN NATURE AND FINAL DETERMINATIONS OF THE DRAINAGE SYSTEM, TO INCLUDE THE PLACEMENT OF DETENTION/RETENTION PONDS, CHANNELS, AND STORM SEWER, WILL BE MADE DURING THE PRELIMINARY AND FINAL DRAINAGE REPORTS AND DURING THE PRELIMINARY DEVELOPMENT PLAN PROCESS AS A PART OF THE PLATTING.
- LANDSCAPING, SIGNAGE, ARCHITECTURE, NON-RESIDENTIAL PARKING, FENCING AND LIGHTING FOR DEVELOPMENT WITHIN THIS PUD SHALL EITHER FOLLOW THOSE APPLICABLE STANDARDS IN THE TOWN OF JOHNSTOWN MUNICIPAL CODE OR THE DEVELOPER MAY FORMULATE DESIGN STANDARDS REGULATING THE DESIGN, CHARACTER, LOCATION AND OTHER DETAILS OF THESE ELEMENTS PRIOR TO THEIR IMPLEMENTATION. THE DEVELOPER FORMULATED DESIGN STANDARDS MUST RECEIVE APPROVAL BY THE PLANNING AND DEVELOPMENT DIRECTOR PRIOR TO IMPLEMENTATION.
- THIS DOCUMENT IS FOR CONCEPTUAL PURPOSES, INTENDED ONLY TO SHOW THE FEASIBILITY OF DEVELOPMENT ON THIS PROPERTY.
- AS PER FEMA MAP NUMBER 08069C1410G, EFFECTIVE 01/15/2021, A LARGE PORTION OF THIS PROPERTY IS WITHIN THE DESIGNATED FLOODPLAIN ZONE. ANY DEVELOPMENT THAT OCCURS ON THIS SITE MUST BE IN FULL COMPLIANCE WITH FLOODPLAIN RULES AND REGULATIONS.

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TOWN COUNCIL

THIS OUTLINE DEVELOPMENT PLAN, TO BE KNOW AS _____, IS APPROVED
AND ACCEPTED BY THE TOWN OF JOHNSTOWN, BY ORDINANCE NUMBER _____, PASSED AND
ADOPTED ON FINAL READING AT THE REGULAR MEETING OF THE TOWN COUNCIL OF THE TOWN OF
JOHNSTOWN, COLORADO HELD ON THE _____ DAY OF _____.

BY: _____
MAYOR

ATTEST: _____
TOWN CLERK

SHEET INDEX

- 01 COVER SHEET
- 02 OUTLINE DEVELOPMENT PLAN
- 03 ILLUSTRATIVE CONCEPT PLAN
- 04 ODP DEVELOPMENT STANDARDS
- 05 MASTER UTILITY PLAN
- 06 MASTER GRADING & DRAINAGE PLAN



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RIVERBEND ESTATES ANNEX
OUTLINE DEVELOPMENT PLAN
JOHNSTOWN, COUNTY OF WELD, STATE OF COLORADO
SHEET 2 OF 6

WIND PROPERTY
(PUD-R)

PROPOSED 100YR FLOODWAY BOUNDARY

REGULATORY FLOODWAY
FIRM PANEL 08069C1410G
EFFECTIVE DATE 1/15/2021

ONE AE REGULATORY FLOODPLAIN
FIRM PANEL 08069C1410G
EFFECTIVE DATE 1/15/2021

— EFFECTIVE REGULATORY
100YR FLOODWAY BOUNDARY

— EFFECTIVE REGULATORY
500YR FLOODPLAIN BOUNDARY

— EFFECTIVE REGULATORY
100YR FLOODPLAIN BOUNDARY

FUTURE CONNECTION TO ADJACENT DEVELOPMENT

TO CR 46

FILING 1
(PUD-R)
75.77 AC

EXISTING TANK BATTERY
(200' SETBACK)

OPEN SPACE

— FILING 1
PRIMARY ACCESS

COUNTY ROAD 4
(MAJOR ARTERIAL)

KLEIN PROPERTY
(HOLDING AGRICULTURE)

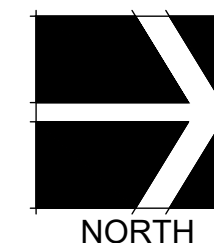
PARISH AVENUE
(MAJOR ARTERIAL)

FILING 2 —
RY ACCESS
TO CR 17

THOMAS, HAYDEN & UNREIN PROPERTIES
WELD COUNTY
(AGRICULTURE)

- 30' LANDSCAPE BUFFER (TYP.)
- REGIONAL TRAIL (TYP.)

ZONE DISTRICT	LAND USE	GROSS AREA	RESIDENTIAL LOTS	DENSITY	VEH. & PED. ACCESS	OPEN SPACE / PARKS
PUD-R	Single Family Residential	75.77 Acres	21.40 Acres (119 D.U.)	1.57 D.U./AC	16.74 Acres	37.63 Acres / 26.07 Acres
PUD-R	Single Family Residential	96.62 Acres	50.54 Acres (244 D.U.)	2.53 D.U./AC	11.60 Acres	34.48 Acres / 11.64 Acres
PUD-R	Single Family Residential	172.39 Acres	71.94 Acres (363 D.U.)	2.11 D.U./AC	28.34 Acres	72.11 Acres / 37.71 Acres



OUTLINE DEVELOPMENT PLAN
RIVERBEND ESTATES PUD

RIVERBEND ESTATES ANNEX
ILLUSTRATIVE CONCEPT PLAN
JOHNSTOWN, COUNTY OF WELD, STATE OF COLORADO
SHEET 3 OF 6



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RIVERBEND ESTATES PUD

OUTLINE DEVELOPMENT PLAN

21941 COUNTY ROAD 17
JOHNSTOWN, COLORADO 80534

WELD COUNTY

PROJECT INFORMATION:
PROJECT NUMBER: 298-2101JT
DATE: APRIL 08, 2021
PHASE: ODP

REVISIONS:
2021.06.22 ODP RESUBMITTAL 1
2021.08.09 ODP RESUBMITTAL 2

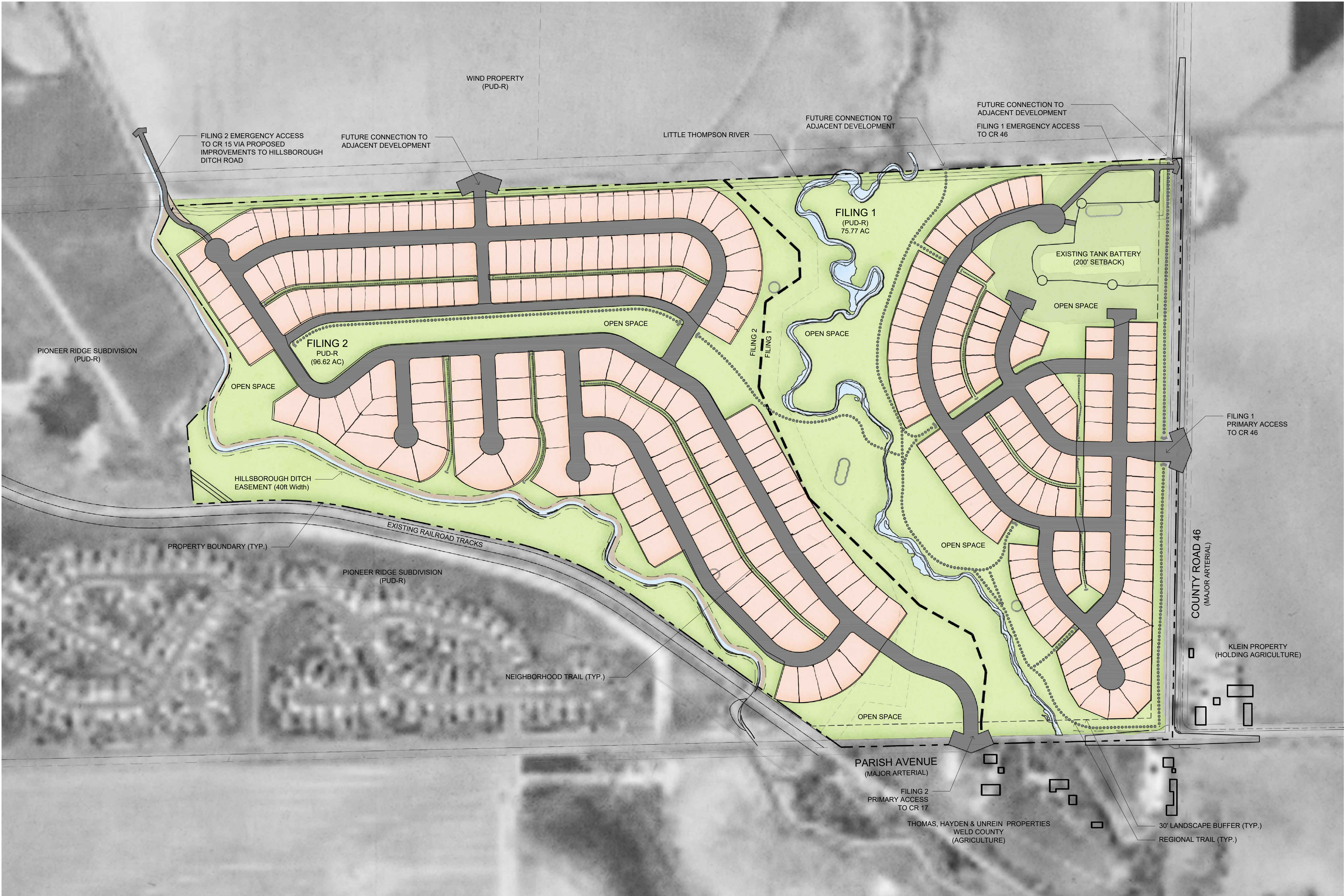
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SHEET TITLE:
ILLUSTRATIVE
CONCEPT PLAN

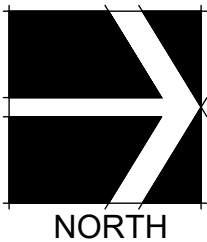
SHEET NUMBER:

ODP-3

SHEET 3 OF 6



SCALE: 1" = 200'
0 100 200 400 600



OUTLINE DEVELOPMENT PLAN
RIVERBEND ESTATES PUD

RIVERBEND ESTATES ANNEX
ODP DEVELOPMENT STANDARDS
JOHNSTOWN, COUNTY OF WELD, STATE OF COLORADO
SHEET 4 OF 6

CONCEPTUAL ARCHITECTURE



DEVELOPMENT STANDARDS

SINGLE FAMILY DETACHED	
MINIMUM LOT SIZE	6,000 SF
MAXIMUM HEIGHT	35 FT
FRONT SETBACK TO BUILDING	15 FT
FRONT SETBACK TO GARAGE	20 FT
SIDE YARD SETBACK	5 FT
SIDE YARD CORNER SETBACK	10 FT
REAR YARD SETBACK	10 FT

ARCHITECTURAL DESIGN STANDARDS
VISTA COMMONS – DETACHED RESIDENTIAL

THE UNDERLYING GOAL OF THE GUIDELINES AND STANDARDS THAT FOLLOW IS TO ACHIEVE A HIGHLY FUNCTIONAL, AESTHETICALLY PLEASING NEIGHBORHOOD WITH MUCH ATTENTION PAID TO ARCHITECTURAL QUALITY AND SITE DESIGN. EMPHASIS IS PLACED ON DIVERSITY IN LOCATION, STYLE AND BUILDING FORM. OF PARTICULAR IMPORTANCE, IS FOUR-SIDED ARCHITECTURE AND AN OVERALL DESIGN THAT PROMOTES THE HOME'S ENTRY, WHILE DIMINISHING THE VISUAL PROMINENCE OF THE GARAGE.

FUNDAMENTAL OBJECTIVES:

- THE INCLUSION OF SEVERAL HOUSE MODELS WITH ALTERNATE MODEL ELEVATIONS FOR THE MOST POPULAR MODELS. ALTERNATE MODEL ELEVATIONS SHALL INCLUDE A SIGNIFICANT CHANGE IN THEIR APPEARANCE, SO AS TO BE UNRECOGNIZABLE AS THE SAME MODEL FROM THE STREET.
- INCORPORATE A VARIETY OF ARCHITECTURAL DETAILS, WALL ARTICULATION, MULTIPLE ROOF PLANES IN EACH HOME TO CREATE BALANCED DESIGNS THAT VARY IN MASSING AND SCALE.
- ACHIEVE AN APPEALING 'NEIGHBOR FRIENDLY' AESTHETIC BY VARYING SETBACKS BASED ON THE GARAGE LOCATION AND INCORPORATING A SIGNIFICANT FRONT PORCH.

GENERAL

INDIVIDUAL HOUSE STYLES ARE TO BE VARIED, BUT COMPLEMENTARY, USING MULTIPLE ARCHITECTURAL FEATURES SUCH AS, FRONT PORCHES WITH RAILING, VARYING ROOF PITCHES. HOUSES ARE TO HAVE WALLS THAT JOG AND SEVERAL ROOFLINES AND TRIM DETAILS TO PROVIDE A MORE COMPLEX ARCHITECTURAL STYLE. THE INTENT IS TO AVOID THE FEELING OF A MANUFACTURED DEVELOPMENT AND RATHER CREATE THE SENSE OF A NEIGHBORHOOD THAT GREW IN A WAY THAT WAS THOUGHTFULLY ORGANIC.

SETBACK

A WELL-DEFINED, STRONG STREET EDGE HELPS TO REINFORCE THE PEDESTRIAN ORIENTED GOALS OF THE COMMUNITY. WELL-ARTICULATED DWELLINGS WITH PROMINENT ENTRANCES AND FRONT PORCHES WILL BE REQUIRED. A BALANCED, VISUALLY INTERESTING, NON-GARAGE DOMINANT STREETScape WITH A HUMAN SCALE, WILL BE ACHIEVED BY VARYING SETBACKS BASED ON THE HOME'S GARAGE LOCATION. MINIMUM SETBACKS ON ALL STRUCTURES SHALL BE A MINIMUM OF FIFTEEN (15) FEET FROM FRONT OF LOT AND FIVE (5) FEET FROM PROPERTY LINE ON ALL SIDE YARDS, EXCEPT ON CORNER LOTS, WHERE SIDE SETBACKS SHALL BE TEN (10) FEET FROM THE SIDEWALK. A TEN (10) FOOT MINIMUM SETBACK IS REQUIRED FROM THE REAR PROPERTY LINE.

SQUARE FOOTAGE

1,600 SQUARE FOOT MINIMUM FINISHED FLOOR ARE FOR MULTI-STORY WITH 1,000 SQUARE FEET ON THE MAIN FLOOR. 1,400 SQUARE FOOT MINIMUM FOR RANCHES. GARDEN LEVEL BASEMENTS WHERE POSSIBLE. THERE ARE TO BE A VARIETY OF SQUARE FOOTAGES AVAILABLE ON THE SAME STREET TO PROVIDE AESTHETIC VARIATION.

GARAGE

ALL GARAGE FACES SHALL COMPLIMENT, RATHER THAN DOMINATE, THE ARCHITECTURAL DETAILS OF DWELLING'S LIVING PORTION. GARAGES SHOULD NOT DOMINATE THE MASSING OF THE STREET-FACING FACADE. MASSING OF THE GARAGE SHOULD BE MINIMIZED BY GIVING THE HABITABLE PORTION OF THE DWELLING A LARGER AND MORE DOMINANT MASS, INTEGRATING THE MASSING OF THE GARAGE INTO THE MAIN MASSING OF THE DWELLING. POSITIONING THE MAIN FRONT WALL AND PORCH FACE CLOSER TO THE STREET AND LIMITING THE PROJECTION OF THE GARAGE. THE STREETScape SHOULD INCLUDE A VARIETY OF GARAGE DOOR STYLES TO AVOID MONOTONY AND REPETITION OF A SINGLE GARAGE DOOR STYLE. WHERE THE GARAGE PROJECTS IN FRONT OF THE GROUND LEVEL WALL OR COVERED FRONT PORCH, A WINDOW IN THE INTERIOR SIDE OF THE GARAGE CONSISTENT WITH THE HEIGHT AND STYLE OF THE FRONT ELEVATION WINDOWS SHALL BE INCORPORATED. A MINIMUM OF A TWO-CAR GARAGE IS REQUIRED. GARAGES THAT HAVE DOORS FOR MORE THAN TWO (2) VEHICLES MUST HAVE ONE DOOR RECESSED A MINIMUM OF TWO (2) FEET FROM THE OTHERS. GARAGE DOORS, VISIBLE AS PART OF THE FRONT BUILDING ELEVATION, SHALL NOT COMPRISE MORE THAN FORTY (40) PERCENT OF THE GROUND FLOOR, STREET FACING, LINEAR BUILDING FRONTAGE. THE MAJORITY OF ALL DWELLING UNITS PROPOSED SHOULD HAVE GARAGES WHICH ARE EITHER FLUSH WITH OR RECESSED BEHIND THE GROUND FLOOR FRONT WALL OR COVERED FRONT PORCH. THE MAXIMUM GARAGE PROJECTION SHALL BE FIVE (5) FEET IN FRONT OF EITHER THE GROUND FLOOR FRONT WALL OR COVERED FRONT PORCH. THE SECOND STORY WALL FACE ABOVE THE GARAGE MUST NOT BE FLUSH WITH THE GARAGE AND AT LEAST SIXTY (60) PERCENT MUST SET BACK FURTHER THAN EIGHT (8) FEET FROM THE FRONT FACE OF THE GARAGE. GARAGES ARE TO HAVE VARIED LOCATIONS, INCLUDING DIFFERENT ROOF ANGLES AND VARIOUS SETBACKS FROM THE STREET. NO DETACHED GARAGES SHALL BE CONSTRUCTED ON A LOT.

DRIVEWAY

A MIX OF PAIRED AND UNPAIRED DRIVEWAY COMBINATIONS IS DESIRABLE TO CONTRIBUTE VISUAL INTEREST ALONG THE STREET AND TO PROVIDE SUFFICIENT SPACE FOR PARKWAY TREES. DRIVEWAY LOCATIONS SHALL BE PREDETERMINED ON THE PROJECT ENGINEER'S SITE PLANS. PRIORITY LOCATIONS AND PROMINENT VIEWS WITHIN THE COMMUNITY SHALL BE TAKEN INTO ACCOUNT IN THIS DETERMINATION. DRIVEWAYS SHALL BE LOCATED AS FAR AS POSSIBLE FROM OPEN SPACE, INSTITUTIONAL USES, COMMERCIAL SITES, WALKWAYS, TRANSIT STOPS AND INTERSECTIONS. CORNER LOT DRIVEWAYS SHALL BE ORIENTED TO THE SHORT SIDE OF THE LOT OR MINOR STREET. DRIVEWAY SURFACES SHALL BE COMPRISED OF CONCRETE, NATURAL STONE, BRICK OR DECORATIVE CONCRETE PAVERS. THERE WILL BE NO AGGREGATE PARKING PADS ALLOWED ON A LOT.

ROOF

ROOFS PLAY A SIGNIFICANT ROLE IN THE MASSING OF A DWELLING AND THE OVERALL BUILD FORM OF A RESIDENTIAL DEVELOPMENT. A VARIETY OF TRADITIONAL ROOF TYPES ARE ENCOURAGED, PARTICULARLY FOR ALTERNATE ELEVATIONS OF A MODEL. WITHIN THE DESIGN OF A STREETScape, ATTENTION SHOULD BE PAID TO THE RELATIONSHIPS OF ADJACENT ROOF FORMS TO ENSURE APPROPRIATE TRANSITIONS. THE ROOF IS TO BE HIGH DEFINITION ROOF SHINGLES, ROOF SLOPE MINIMUM 6:12 PITCH WITH ROOF PITCHES VARYING FROM HOUSE TO HOUSE. SECONDARY ROOFS OF A MINIMUM 3:12 ARE ACCEPTED BUT NOT REQUIRED. OVERHANGS ARE TO BE A MINIMUM 24".

FRONT FACADE

THE MAIN ENTRANCE TO THE DWELLING SHOULD ACT AS THE FOCAL POINT OF THE DWELLING AND BE GIVEN APPROPRIATE DESIGN EMPHASIS. THE MAIN ENTRANCE SHALL BE DIRECTLY VISIBLE FROM THE STREET. A VARIETY OF FRONT DOOR STYLES IS REQUIRED, INCLUDING SOME WITH GLAZING. DECORATIVE DOOR SURROUNDS ARE REQUIRED IF A COVERED ENTRY FEATURE HAS NOT BEEN PROVIDED, INCLUDING THE USE OF GLAZED SIDELIGHTS AND TRANSOMS. FRONT PORCHES AND/OR INTERESTING ARCHITECTURAL ENTRY FEATURES ARE TO BE PROVIDED ON STREET-FACING FACADES IN ORDER TO RELATE TO THE PEDESTRIAN SCALE. A COVERED ENTRY FEATURE IS REQUIRED FOR AT LEAST FIFTY (50) PERCENT OF MODEL DESIGNS. WRAPAROUND PORCHES ARE REQUIRED FOR CORNER LOTS AND END LOTS ABUTTING OPEN SPACE. A COVERED FRONT PORCH SHOULD BE MAXIMIZED WHEREVER POSSIBLE. A MINIMUM DEPTH OF SIX (6) FEET SHOULD BE PROVIDED TO COMFORTABLY ACCOMMODATE CHAIRS, HOWEVER DEEPER PORCHES ARE ENCOURAGED. ALL PORCHES TO BE A MINIMUM OF THIRTY-SIX (36) SQUARE FEET IN AREA. HANDRAILS SHOULD BE CONSISTENT WITH THE CHARACTER OF THE HOUSE AND PAINTED TO MATCH THE TRIM.

SIDE FACADES

PROVIDE GROUND FLOOR PROJECTIONS, WINDOWS, AND OTHER ELEMENTS TO BREAK UP LONG WALL EXPANSES.

VERTICAL SUPPORT POSTS

COLUMN STYLES AND WIDTHS SHOULD BE CONSISTENT WITH THE CHARACTER OF THE HOUSE AND SHOULD TYPICALLY BE NO LESS THAN EIGHT (8) INCHES SQUARE OR DIAMETER.

FOUNDATION

EXPPOSED FOUNDATION IS TO MEET MINIMUM CODE REQUIREMENTS BUT IS TO BE NO MORE THAN TWELVE (12) INCHES HIGH. EXPOSED CONCRETE, CONCRETE BLOCK FOUNDATIONS AND/OR DECK FOOTINGS WHICH EXCEED SIX (6) INCHES IN HEIGHT ABOVE FINISHED GRADE SHALL BE PAINTED TO BLEND WITH THE PRINCIPAL COLOR.

WALL CLADDING

THE CHOICE OF EXTERIOR CLADDING MATERIAL SHOULD BE COMPATIBLE WITH THE ARCHITECTURAL STYLE OF THE HOUSE. MAIN WALL CLADDING IS REQUIRED TO BE CONSISTENT ON ALL ELEVATIONS OF THE HOUSE TO AVOID THE EFFECT OF A FALSE FACADE. WHERE CHANGES IN MATERIALS DO OCCUR, THEY SHOULD HAPPEN AT LOGICAL LOCATIONS, SUCH AS, A CHANGE IN PLANE, WALL OPENING, DOWNSPOUT OR CORNER DETAIL. MATERIAL CHANGES WHICH HELP TO ARTICULATE THE TRANSITION BETWEEN THE BASE, MIDDLE AND TOP OF THE BUILDING ARE APPROPRIATE. THE USE OF SECONDARY MATERIALS WHICH BLEND HARMONIOUSLY WITH THE PRIMARY CLADDING MATERIAL ARE ENCOURAGED.

ARCHITECTURAL DETAILS

A VARIETY OF TRIM DETAILING IS REQUIRED WHERE ARCHITECTURALLY APPROPRIATE. TRIM BOARDS SHOULD BE ACCENTUATED BY USING A CONTRASTING BUT COMPATIBLE COLOR TO THAT OF THE CLADDING. THE SAME AMOUNT OF THOUGHT AND CARE SHOULD BE PUT INTO THE SELECTION AND INSTALLATION OF OTHER ARCHITECTURAL FEATURES, AS FOR MORE OBVIOUS FEATURES, SUCH AS ROOFS, DOORS AND WINDOWS; THESE MAY INCLUDE DOOR HANDLES AND HINGES, SHUTTERS AND LIGHTING.

GUTTERS/DOWNSPOUTS AND UTILITIES

GUTTERS AND DOWNSPOUTS ARE TO BE PAINTED A MATCHING COLOR TO THE SOFFITS AND FASCIA. DOWNSPOUTS, UTILITY BOXES, METERS, ETC. ARE TO BE LOCATED AS VISUALLY UNOBTUSIVELY AS POSSIBLE. WHERE FEASIBLE, THEY SHOULD NOT BE VISIBLE FROM THE STREET.

COLORS

TRADITIONAL EARTH-TONE COLORS TO BLEND WITH THE CHARACTER OF THE NEIGHBORHOOD, ALL EXTERIOR RAILINGS, WOOD, ALL TRIM, SOFFITS, FASCIA AND ANY DECORATIVE BRACKETS ARE TO BE OF ONE COLOR AND ARE TO MATCH IN A COMPLEMENTARY, CONTRASTING COLOR TO THE MAIN HOUSE COLOR. ADEQUATE REPRESENTATIONS OF PROPOSED COLORS OR COLOR BOARDS MUST BE SUBMITTED FOR APPROVAL.

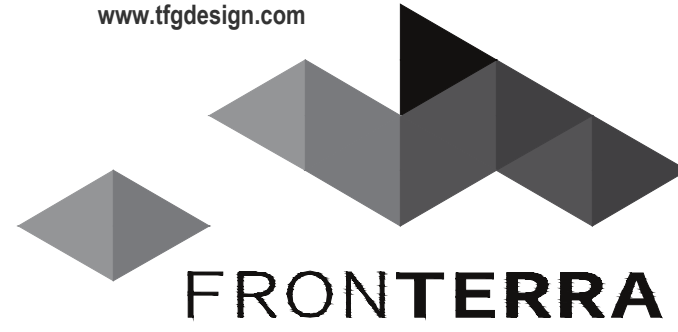
WINDOWS

ALL WINDOWS MUST BE WOOD, METAL CLAD, OR VINYL. ALUMINUM WINDOWS ARE NOT ALLOWED.

PLEASE NOTE:

THE PRECEDING ARCHITECTURAL STANDARDS SUPERSEDE ANY MUNICIPAL GUIDELINES. ADHERENCE TO THE MUNICIPAL GUIDELINES IS REQUIRED IF A SPECIFIC ARCHITECTURAL STANDARD IS NOT DESCRIBED HEREIN.

www.tfgdesign.com



LANDSCAPE ARCHITECTURE
PLANNING

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RIVERBEND ESTATES PUD

OUTLINE DEVELOPMENT PLAN

21941 COUNTY ROAD 17
JOHNSTOWN, COLORADO 80534

WELD COUNTY

PROJECT INFORMATION:

PROJECT NUMBER: 298-2101JT
DATE: APRIL 08, 2021
PHASE: ODP

REVISIONS:

2021.06.22 ODP RESUBMITTAL 1

2021.08.09 ODP RESUBMITTAL 2

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SHEET TITLE:

ODP DEVELOPMENT
STANDARDS

SHEET NUMBER:

ODP-4

SHEET 4 OF 6

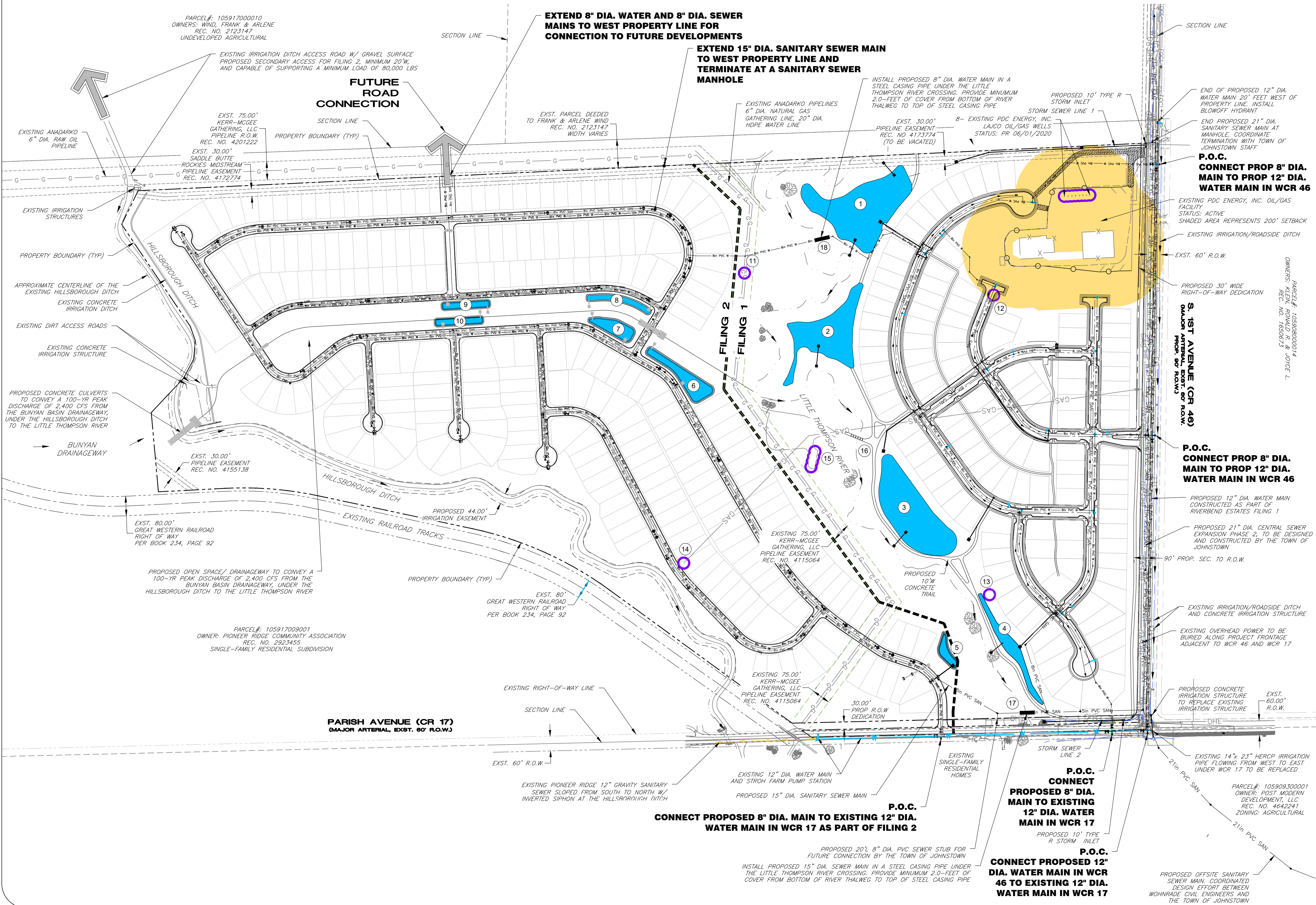


NOTE:
THIS DEVELOPMENT PROPOSAL IS BASED ON CURRENT
CONCEPTUAL DRAWINGS AND DESIGN STANDARDS AND MAY
CHANGE AS PART OF THE DEVELOPMENT REVIEW PROCESS

Riverbend Estates P.U.D.															
				Sanitary Sewer Design Flows						Water Demands					
				Assumptions		Calculations				Assumptions (Section 2.2, Water System Design Standards)		Calculations			
Basin ID	Description	Acres	Units	Gallons per Capita per Day	Capita per Unit	Flow Rate (GPD)	Flow Rate (CFS)	Peaking Factor	Peak Flow Rate (GPD)	Peak Flow Rate (CFS)	Capita per Unit	Average Day Demand (Gallons per Day per Capita)	Maximum Day Demand (Gallons per Day per Capita)	Peak Hour Demand (Gallons per Day per Capita)	Peak Flow Rate (CFS)
Filing 1	Single-Family Residential	75.77	119	80	2.76	26,275	0.039	4.362	114,609	0.172	3.0	150	2x Average Day Demand	15x Maximum Day Demand	0.241
Filing 2	Single-Family Residential	96.62	244	80	2.76	53,875	0.081	3.888	209,491	0.314	3.0	150	2x Average Day Demand	15x Maximum Day Demand	0.371
Total		172.39	363												

GENERAL NOTES:

- All existing oil/gas pipelines that are no longer in use shall be removed as part of Filing 1. See Riverbend Estates Subdivision Filing 1 Existing Conditions and Demolition Plan.
- A future local road connection to properties to the west will be included as part of Filing 2 with a 60' right-of-way being dedicated on the Filing 2 Plat.
- The proposed 21" diameter offsite sanitary sewer will be designed by the Town of Johnstown with design support from Wohnrade Civil Engineers, Inc..
- Unless otherwise indicated herein, all onsite water and sewer mains in both Filing 1 and 2 shall be 8" diameter, with the exception of the 15" diameter sanitary sewer main to serve the property to the west.
- Section 1.3 of the Town of Johnstown Sanitary Sewer Design Standards have been referenced in the preparation of design flow calculations for determining proposed peak sewer system demands for this project.
- Section 1.2 of the Town of Johnstown Water System Design Standards have been referenced in the preparation of design flow calculations for determining proposed peak water system demands for this project. Assume 3.0 people per dwelling unit.
- Fire hydrants shall be at a maximum 500-foot spacing for residential subdivisions, and shall have a minimum residual pressure of 20 psi during maximum day + fire flow, to provide minimum fire protection. As per Part III, paragraph 3.2.3 of the Town of Johnstown Water Design System Specifications.
- Oil/gas setbacks shown on this plan are 200-feet from both existing wells and oil/gas facilities to proposed residential building footprints. Setbacks from plugged and abandoned wells are 25-feet from the well to proposed building footprints.
- This topographic survey was prepared by Wohnrade Civil Engineers using precision UAS aerial mapping. Supplemental survey was prepared by King Surveyors. Survey was prepared in February 2018.

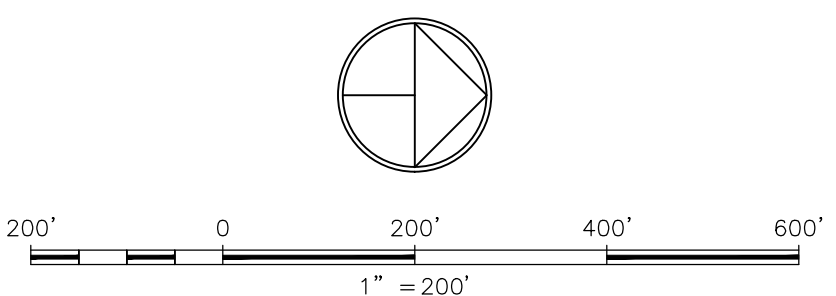


NUMBERED LEGEND	
1 - 4	FILING 1 BIORETENTION PONDS
5 - 10	FILING 2 BIORETENTION PONDS
11 - 15	PLUGGED AND ABANDONED WELLS
16	PROPOSED PEDESTRIAN BRIDGE CROSSING
17 - 18	PROPOSED STEEL CASING PIPE

LEGEND

- 12in PVC W— PROPOSED WATER MAIN
- PROPOSED GATE VALVE
- PROPOSED FIRE HYDRANT
- PROPOSED THRUST RESTRAINT
- 0.75in TYPE K — PROPOSED WATER SERVICE
- 8in PVC SAN — PROPOSED SEWER MAIN
- 6in PVC SAN — PROPOSED SEWER SERVICE
- 18in RCP STRM — PROPOSED STORM SEWER OR CULVERT
- 18in RCP STRM — PROPOSED STORM SEWER W/ INLET
- PROPOSED SWALE
- PROPERTY BOUNDARY
- LIMITS OF DISTURBANCE
- 5020 — EXISTING CONTOUR
- 20 — PROPOSED CONTOUR
- 4650.00 — EXISTING SPOT ELEVATION
- 5267.38 — PROPOSED SPOT ELEVATION
- FL —
- IRR — IRR — PROPOSED NON-POTABLE WATER
- SS — SS — EXISTING SEWER MAIN
- 12in PVC W — EXISTING WATER MAIN
- EXISTING WATER VALVE
- EXISTING FIRE HYDRANT
- EXISTING POWER POLE
- EXISTING POWER POLE W/ GUY WIRE
- UE — UE — EXISTING UNDERGROUND ELECTRIC
- G — G — EXISTING UNDERGROUND GAS
- FO — FO — EXISTING FIBER OPTICS LINE
- OHP — OHP — EXISTING POWER LINES
- T — T — EXISTING TELEPHONE LINES
- EXISTING TELEPHONE PEDESTAL
- EXISTING STREET LIGHT
- EXISTING POWER VAULT
- 18in RCP STRM — EXISTING STORM SEWER
- 18in RCP STRM — EXISTING STORM SEWER AND INLET
- EXISTING STREET SIGN
- X — EXISTING FENCE
- M — EXISTING MAILBOX
- OIL/GAS 200' SETBACK

DRAINAGE FLOW ARROW



RIVERBEND ESTATES
PARTNERS, LLC

RIVERBEND ESTATES P.U.D.
OUTLINE DEVELOPMENT PLAN
JOHNSTOWN, COLORADO
MASTER UTILITY PLAN

WOHNRADE CIVIL ENGINEERS, INC.



Project: RIV-2027-00
Date: 8/5/2021
Scale: 1:200
Designed By: JR
Reviewed By: MBW

ODP-6
of 6 Sheets

Kristin Cote

From: Kristin Cote
Sent: Friday, August 27, 2021 9:43 AM
To: Kayevdbrs@hotmail.com
Cc: Kim Meyer; Marco Carani
Subject: FW: Comments about ZON@!-0003 development
Attachments: DSCN0408.JPG; DSCN0415.JPG; DSCN0410.JPG

Follow Up Flag: Follow up
Flag Status: Flagged

Good Morning Kaye,

Thank you for reaching out to the Town with your concerns. The Town is aware of the floodplain issues on that property and has concerns regarding those as well. Floodplain regulations are dictated to municipalities by FEMA. The applicant is trying to work with FEMA to take appropriate actions to get the property removed from the Floodplain by means of elevation corrections. If the applicant cannot satisfy FEMA requirements regarding the floodplain then development cannot occur on that property.

In regards to the water issues in the Town. Our Public Works department is very aware of those problems and is working towards corrections. On September 8th the bid for expanding the size of the water plant is going before Town Council. This expansion will double the current size of the existing water plant. If everything goes appropriately the expanded water plant should be up and running by mid-2023.

Again thank you for reaching out to the Town. I will make the Development Director aware of your concerns to ensure they are properly addressed. If there is anything else I can help you with or any additional questions I can answer for you, please do not hesitate to let me know. Thank you and have a great day!

Kristin Cote

From: planning <planning@JohnstownCO.gov>
Sent: Thursday, August 26, 2021 3:19 PM
To: Kristin Cote <KCote@JohnstownCO.gov>
Subject: FW: Comments about ZON@!-0003 development

From: Kaye VanDenBerghe <Kayevdbrs@hotmail.com>
Sent: Thursday, August 26, 2021 3:13 PM
To: planning <planning@JohnstownCO.gov>
Subject: Comments about ZON@!-0003 development

Dear Kristen Cote, Project Manager

I have two concerns I would like to bring up about the Development and Zoning for the proposed Riverbend Estates. My concerns are both related to water.

First, let me explain who I am: My name is Kaye VanDenBerghe and I reside at 1418 Mallard Drive, Johnstown. My husband and I have lived in Johnstown since 2007. Our home looks out over this proposed

development, which has been advertised for nearly as long as we have lived here. The sign describing it has been on the corner of the property for many years.

My first concern: With all the new housing subdivisions already in progress in Johnstown, what is the robustness of the municipal water supply. I've been told that Johnstown has a large water supply, but is that an optimistic viewpoint? There have to be limits somewhere, especially when the area has frequent droughts. How is the Town assuring existing homeowners of an adequate water supply?

My second concern has to do with too much water. Much of the proposed development is in a flood plain. I know that the 2013 Flood of the Little Thompson River was considered a Hundred Year flood, but that doesn't mean that it will be another 100 years before such a flood could happen again. The flooding cut off the main route (CR 17 or Parish Ave) for Pioneer Ridge residents into the main part of Johnstown for a few days. CR 46 also was flooded for a time.

I've attached a few of my pictures that show what the area looked like back in September 2013. Some pictures taken from inside my house, others were taken as I walked north on CR 17 towards the flooded area. The white house in two of the pictures was so badly damaged by the flood water that it was torn down. Some homes in the proposed development would be built right where that house was. The third picture is a view just west of the area of the two pictures with the white house is also where some proposed homes would go.

Is it wise to allow homes to be built in a flood plain? I personally don't think it is. A related issue is what are the emergency plans if people need to be evacuated? One section of the development only shows one entrance off of CR 46. The southern part of the development shows two entrances, but one of the entrances is shown going into a road that does not exist, and if a road is built, a bridge to cross the Little Thompson will also need to be constructed.

Those are my concerns. I'm not opposed to new homes, I'm just not sure this is a good place to put them.

Sincerely,
Kaye VanDenBerghe

Kristin Cote

From: Kristin Cote
Sent: Monday, August 30, 2021 10:21 AM
To: jodieaakko@comcast.net
Cc: Kim Meyer
Subject: FW: comment about Riverbend Development

Good Morning Jodie,

Thank you for reaching out to the Town with your concerns. The Town is aware of the floodplain issues on that property and has concerns regarding those as well. Floodplain regulations are dictated to municipalities by FEMA. The applicant is trying to work with FEMA to take appropriate actions to get the property removed from the Floodplain by means of elevation corrections. Please note that site is currently be considered only to establish the zoning of that property. Any development that would occur, going forward, would require additional applications, Town considerations and public hearings. If the applicant cannot satisfy FEMA requirements regarding the floodplain then development cannot occur on that property.

In regards to the water issues in the Town. Our Public Works department is very aware of those problems and is working towards corrections. On September 8th the bid for expanding the size of the water plant is going before Town Council. This expansion will double the current size of the existing water plant. If everything goes appropriately the expanded water plant should be up and running by mid-2023.

Again thank you for reaching out to the Town. I will make the Development Director aware of your concerns to ensure they are properly addressed. If there is anything else I can help you with or any additional questions I can answer for you, please do not hesitate to let me know. Thank you and have a great day!

Kristin Cote

From: planning <planning@JohnstownCO.gov>
Sent: Monday, August 30, 2021 9:36 AM
To: Kristin Cote <KCote@JohnstownCO.gov>
Subject: FW: comment about Riverbend Development

From: Jodie Aakko <jodieaakko@comcast.net>
Sent: Sunday, August 29, 2021 1:17 PM
To: planning <planning@JohnstownCO.gov>
Subject: comment about Riverbend Development

Dear Kristin Cote,

My family has lived at 1417 Mallard Drive in Pioneer Ridge for fifteen years. We have greatly enjoyed Johnstown; it is a hidden treasure! My house is the northern-most house in Pioneer Ridge and it over-looks the Riverbend Development.

I am writing to express my concerns for the Riverbend Development. I am requesting the town council to disallow this development for the following reasons:

1) It is in a floodplain. I watched (from my bedroom window) the flood roll-in in 2013. The Riverbend property was under water by a wide lake, and the house that was located there has been removed. The sign for Riverbend Estates was also destroyed in this flood. The train across the road from Riverbend Estates was derailed, and the bridge was destroyed. This flood plain is so deep that it would not be ample to just build it up some--it would be in a floodplain regardless.

2) We are currently under a water ration, as we are allowed to water our yards only on certain days. Adding entire neighborhoods would only add to the water concern. Can we keep adding neighborhoods?

3) My last reason is aesthetics. Yes, this reason may be considered futile by some. I like Johnstown for being Johnstown. We are set in a beautiful farm setting. The pastoral scenery is priceless! The very identity of Johnstown is its farmland, sprinkled with some happy neighborhoods with children playing and residents hanging out on their front porches. We love our Hays, we get disappointed if the fire truck did not wake us up at 5 a.m., we have the most amazing library around, we stop everything to find our neighbor's lost pets, and we even drive 20 miles per hour. We treasure our historical buildings, including the WWII internment building, and our museum. My great grandparents lived here for a short time in 1906, hoeing beets, and living in a beet shack, until they settled in La Salle on their own farm. My children are fourth-generation Colorado natives and we love our Johnstown country-setting home.

But now, I see new neighborhoods popping-up on our highway between Hays and the interstate, I see a gas station going in on the empty block across from McDonalds, I see a development going in across the road from Riverbend.

I highly urge the town council to please protect the priceless charm of Johnstown. Please disallow more neighborhood developments. The taxes we get from the Centerra section of Johnstown will allow us to protect our farm setting.

Thank you for your consideration,

Jodie Aakko

Kristin Cote

From: Kristin Cote
Sent: Monday, August 30, 2021 8:41 AM
To: Paul Beaudoin
Cc: Kim Meyer
Subject: RE: Riverbend Estates

Good Morning Paul,

Thank you for reaching out to the Town with your concerns. The Town is aware of the floodplain issues on that property and has concerns regarding those as well. Floodplain regulations are dictated to municipalities by FEMA. The applicant is trying to work with FEMA to take appropriate actions to get the property removed from the Floodplain by means of elevation corrections. If the applicant cannot satisfy FEMA requirements regarding the floodplain then development cannot occur on that property.

Again thank you for reaching out to the Town. I will make the Development Director aware of your concerns to ensure they are properly addressed. If there is anything else I can help you with or any additional questions I can answer for you, please do not hesitate to let me know. Thank you and have a great day!

Kristin Cote

From: Paul Beaudoin <gardstrom@q.com>
Sent: Friday, August 27, 2021 9:00 PM
To: Kristin Cote <KCote@JohnstownCO.gov>
Subject: Riverbend Estates

Hello Ms. Cote:

I have received the PUBLIC HEARING NOTICE for the Riverbend Estates Development in the mail. I have lived on the western edge of the Pioneer Ridge Tract since February 2009.

The area for this development, during the flooding of 2013, was under as much as six feet of water. We joked that we had "lake front property" for a few days and were grateful we lived on Pioneer **Ridge**.

The real estate agent we used to buy the home told us at the time that the area in question was a flood plain and would never be built on. After what we witnessed in September 2013 I was convinced of the truth of what he told us.

I don't have any expertise in Development Plans or Zoning but my first piece of advice to anyone considering buying a home in this development would be, **don't**.

I have to wonder what could possibly have been done to make this area free enough from flooding to warrant building a tract of homes.

Paul Beaudoin

Kristin Cote

From: planning
Sent: Tuesday, September 7, 2021 8:40 AM
To: Paul and Candi Winckel
Cc: Kim Meyer
Subject: RE: Riverbend estates proposal

Follow Up Flag: Follow up
Flag Status: Completed

Good Morning,

Thank you for reaching out to the Town! I will make the Development Director aware of your concerns to ensure they are properly addressed. If there is anything else I can help you with, please do not hesitate to let me know. Thank you and have a great day!

Kristin Cote
Planner I

From: Paul and Candi Winckel <paulncandi@gmail.com>
Sent: Monday, September 6, 2021 7:42 PM
To: planning <planning@JohnstownCO.gov>
Subject: Riverbend estates proposal

September 6, 2021

To the Members of the Planning and Zoning Commission:

We would like to voice our concerns regarding the proposed Riverbend Estate Development. We have lived in Pioneer Ridge, on the ridge, for 20 years and in Johnstown for nearly all of our lives. We are vested in this community. We were here to see the flood of 2014 and our number one concern is that the housing development would be in, or near that flood zone. It seems like building homes anywhere close to that area is just asking for trouble.

We would also like you to take into consideration the overcrowding at Pioneer Ridge Elementary and the additional traffic on CR 17. That road is narrow and already difficult to access at times.

Selfishly, we love our unobstructed view of farmland and mountains and know the proposed subdivision would cause our enjoyment and the value of our home to diminish.

We respectfully ask you to consider these concerns when making your decision.

Paul and Candi Winckel
1544 Goldeneye Dr.
Johnstown, CO 80534
paulncandi@gmail.com

Kristin Cote

From: Ken Bianchetti <kbianchetti@earthlink.net>
Sent: Wednesday, September 8, 2021 7:36 AM
To: planning
Subject: Re: Item ZON21-0003 / Kristin Cote

Thank you Kristen! Appreciate your help and valuable insights.

On Sep 7, 2021, at 11:31 AM, planning <planning@johnstownco.gov> wrote:

Ken,

So essentially the applicant is trying to work with FEMA to have a CLOM-R (Conditional Letter of Map Revision) and eventually a LOM-R (Letter of Map Revision) approved. These processes fall under FEMA jurisdiction and require FEMA approval. FEMA is essentially looking at a plan by the applicant to raise the elevations in that area so that the lowest live able level of any dwelling would be above the FEMA floodplain elevation. When FEMA reviews these sort of requests they need to look at potential surrounding impacts. The way they do that is to standardly require a No Rise study and certification. A No Rise certification certifies that " Any project in a floodway must be reviewed to determine if the project will increase flood heights. An engineering analysis must be conducted before a permit can be issued. The community's permit file must have a record of the results of this analysis, which can be in the form of a No-rise Certification. This No-rise Certification must be supported by technical data and signed by a registered professional engineer. The supporting technical data should be based on the standard step-backwater computer model used to develop the 100-year floodway shown on the Flood Insurance Rate Map (FIRM) or Flood Boundary and Floodway Map (FBFM)."

As I discussed in our previous email any development that would occur, going forward, would require additional applications, Town considerations and public hearings so individuals would receive notice and have the opportunity to ask questions or state concerns regarding said development. I will save a copy of this email to the project file as to ensure it remains part of the record. If you have any additional questions for me, let me know. Thank you.

Kristin Cote

From: Ken Bianchetti <kbianchetti@earthlink.net>
Sent: Tuesday, September 7, 2021 11:08 AM
To: planning <planning@JohnstownCO.gov>
Subject: Re: Item ZON21-0003 / Kristin Cote

Kristen,

Thank you for your quick response. If I understand correctly, the applicant is currently working with FEMA, and is that merely a process to determine the necessary alterations/modifications that would enable construction, i.e. engineering specific? Or does the process also take into account the impact to surrounding residents? If FEMA lays out what needs to be done and the applicant indicates they can

accomplish it and it has a significant impact on the surrounding residents, is there more hearings that will allow us to be heard?

As for this current hearing, I would like to go on the record as opposing any zoning that will allow residential structures be built on that parcel.

Again, thank you very much for your quick response and the additional insight to the project. Appreciate all your assistance.

Ken.

On Sep 7, 2021, at 10:17 AM, planning <planning@johnstownco.gov> wrote:

Good Morning Ken,

Thank you for reaching out to the Town. This site is currently being considered only to establish the zoning of that property by the Town. As you are aware, those properties are located in the Floodplain district. Floodplain regulations are dictated to municipalities by FEMA. The applicant is trying to work with FEMA to take appropriate actions to get the property removed from the Floodplain by means of elevation corrections.

That being said new structures cannot be built at the current elevations, it is our understanding that the applicant is trying to be precluded from the floodplain district by raising those elevations via CLOM-R which is a FEMA process, and the Town has not been told by FEMA what elevation would be necessary for a lowest finished floor elevation on this site for structures. Please note if the applicant cannot satisfy FEMA requirements regarding the floodplain, development cannot occur on that property. Any development that would occur, going forward, would require additional applications, Town considerations and public hearings.

I hope I have answered your questions. If you need additional information let me know. Thank you.

Kristin Cote
Planner I

From: Ken Bianchetti <kbianchetti@earthlink.net>
Sent: Tuesday, September 7, 2021 9:51 AM
To: planning <planning@JohnstownCO.gov>
Subject: Re: Item ZON21-0003 / Kristin Cote

Good Morning,

I received notice of the public hearing for this development and would like to submit the following questions:

1. Will the new structures that are to be built, be built at the current elevation that exists on that parcel today?
2. Or will the elevation be raised?
3. If the plan is to raise the elevation, why is that being done? And how many feet will it be raised?

Are there minutes of the meeting that will be published or must we attend the virtual meeting to learn the responses of the questions submitted by residents?

Thank you.

Ken Bianchetti
1710 Canvasback Dr.

Kristin Cote

From: planning
To: tom lanoway
Subject: RE: Riverbend estates

Good Afternoon Tom,

Thank you for reaching out to the Town with your concerns. The Town is aware of the floodplain issues on that property and has concerns regarding those as well. Floodplain regulations are dictated to municipalities by FEMA. The applicant is trying to work with FEMA to take appropriate actions to get the property removed from the Floodplain by means of elevation corrections. If the applicant cannot satisfy FEMA requirements regarding the floodplain then development cannot occur on that property.

In regards to the water issues in the Town. Our Public Works department is very aware of those problems and is working towards corrections. On September 8th the bid for expanding the size of the water plant is going before Town Council. This expansion will double the current size of the existing water plant. If everything goes appropriately the expanded water plant should be up and running by mid-2023.

If this property is able to satisfy FEMA floodplain requirements and receives the zoning approval they are asking for, they would then need to apply to develop a subdivision on this site to establish lots to build houses. A Traffic Impact Study is a required submittal document when applying for a subdivision. That is the documentation that would answer questions the Town would have regarding road improvements and traffic impacts.

Again thank you for reaching out to the Town. I will make your comments part of my staff report for the September 15th Planning Commission meeting to ensure they are properly addressed. If there is anything else I can help you with or any additional questions I can answer for you, please do not hesitate to let me know. Thank you and have a nice evening!

Kristin Cote

From: tom lanoway <tomlanoway@gmail.com>
Sent: Wednesday, September 8, 2021 4:02 PM
To: planning <planning@JohnstownCO.gov>
Subject: Riverbend estates

In regards to this development, where is the water going to come from. We have been told to limit watering, etc., due to water issues. I don't understand how adding more households to the water system coincides with what we have been told.

This area flooded in the past. How is that going to be addressed? How high up are they going to grade?

Is the gravel road going to be paved?

Have they thought of the increase in traffic that will happen?

I am not behind this development.

Tom